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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY East Germany

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THIS IS UNEVALUATED INFORMATION

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1. The Strassberg/Heilsbrunn - Strassberg/Heilsbrunn railroad line is scheduled to be completed in 1954. It is expected that approximately 1,000 passengers will be carried daily on this line, the starting off of which was to be completed in 1954. Because of the increased freight work on the line has not yet been started. At the Heilsbrunn railroad station a passing siding 650 meters was under construction. Moreover, a siding designed for the parking of a mobile transformer plant was being built there. In 1954, the Strassberg/Heilsbrunn railroad station, the terminal of the elevated track system, is to be equipped with two elevated train tracks, two elevated train platforms 100 meters long, as well as a reversing loop and a loading spur. The cost for construction work at the Strassberg railroad station was estimated at 24 million Eastmarks by the Ministry of Railroads.

2. Large rally will be held in Berlin in June 1954. Railroad authorities were informed that approximately 500,000 men would have to be provided with railroad transportation on this occasion. The Koenigsberg railroad station was to be reconditioned for this purpose and the Koenigsberg-Friedrichshagen railroad line was to be double-tracked.

3. Soviet rail material had been piled up along the Jüterbog-Grossbeeren, the Cottbus-Guben, and the Berlin-Magdeburg railroad lines for the laying of second tracks.

enlargement of the trackage available at the Puskau railroad station

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was not intended. However, the Cottbus regional railroad headquarters was to assure that the tracks and installations available were in serviceable condition as far as the border. 4

- 25X1 5. [] a sum of 160,000.-
eastmarks had been made available for 1954 for the completion of the
Lietzow- Prora - Binz railroad line and for the improvement of safety
and signal communication installations on this line. 5
- 25X1 1. [] Comment. Construction work at the Strausberg railroad station is
connected with the large KVP construction project "Aktion oestlich Berlin".
25X1 See []
- 25X1 2. [] Comment. This measure may be connected with preparations for another
World Youth Rally to be held on Whitsuntide 6 and 7 June 1954.
- 25X1 3. [] Comment. Soviet railroad rails have arrived in East Germany since
mid-October 1953. A total of 50,000 tons of rails is scheduled to be
furnished. The utilization of these rails meets with difficulties because
their profile differs from the profile of standard German rails. See
25X1 [] The construction projects
mentioned were started last year. With regard to the Justerbog- Grossbehren
line, the last section of this line, i.e. the Justerbog - Luckenwalde section,
is already being double-tracked. See [] Work on the double- 25X1
tracking of the Cottbus-Guben line had so far been postponed because of the
25X1 shortage of rails. See [] Of the Halle- Eisleben line,
25X1 the Halle - Roeblingen sector was already double-tracked in late 1953.
See []
- 25X1 4. [] Comment. This order was given in view of the imminent completion of
the railroad bridge over the Neisse river at Muskau. The completion of this
bridge would establish another Neisse river crossing and a connection between
Weisswasser and Sagan.
- 25X1 5. [] Comment. The Lietzow - Binz railroad line on Ruegen island was
completed single-track on 18 May 1952. The line mainly serves KVP units
stationed in this area. See [] 25X1

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